

Leipzig/Halle Airport

IATA/ICAO CODE: LEJ/EDDP
CITY: Leipzig
COUNTRY: Germany

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Dierk Näther	Axel Semrau
Title:	Managing Director	Head of Noise and Environmental Department
Airport:	Leipzig/Halle Airport	Leipzig/Halle Airport
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Airport Web Site:	www.leipzig-halle-airport.de/en/home	

ELEVATION: 470 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
08L/26R	3600	-	3	45
08R/26L	3600	-	3	60
True orientation of 08L/26R and 08R/26L is 086 deg/266 deg				

NOISE ABATEMENT PROCEDURES

- Flight tracks for IFR/VFR departures and approaches are prescribed
- Visual approaches in accordance with AIP IFR Germany Enr 1.5 may generally not be performed
- Special flight tracks for training purposes are prescribed
- Flights for training purpose: Prior permission by the airport operator is required for successive repeated approaches and departures of aircraft at Leipzig/Halle Airport for training (only on work days).
- Reverse thrust other than idle shall only be used to an extent necessary for safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

1.2 Restrictions on night time traffic

From 2100 until 0500 (2000-0400), flight operations at the airport will be restricted to prevent noise disturbance at night. Flights between 2100-0500 (2000-0400) are only permitted as follows (the times given are take-off and landing times):

1.2.1 Commercial Passenger Traffic:

1.2.1.1 Take-offs and landings of air carriers in commercial airline traffic and non-scheduled air transport (with the exception of air taxis) from 2100 until 2230 (2000-2130) and from 0430 until 0500 (0330-0400).

1.2.1.2 Delayed landings and take-offs from 2230-2300 (2130-2200) if the planned arrival or departure time at/from the airport is before 2230 (2130) and the arrival or departure takes place before 2300 (2200); premature landings from 0400-0430 (0300-0330) if the planned time of arrival is after 0430 (0330)

1.2.1.3 Flights by air carriers according to paragraph 1.2.1.1 whose aircraft are mainly maintained at the airport and who conduct commercial airline traffic and non-scheduled air transport at Leipzig/Halle Airport for the purpose of service/repairs as well as ferry flights/relocation flights by these air carriers from 2100 until 2230 (2000-2130) and from 0430 until 0500 (0330-0400).

1.2.2 Commercial Air Freight Operations:

1.2.2.1 Flights by air carriers which are logistically bound up with the cargo terminal at the airport.

1.2.2.2 Flights by air carriers according to paragraph 1.2.2.1 whose aircraft are mainly maintained at the airport for the purpose of service/repairs as well as ferry/relocation flights by these carriers*

1.2.2.3 Flights conducted for services to 4 No. PostG.

1.2.3 Definition of main maintenance

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Main maintenance is when an air carrier actually has servicing prescribed by law, including servicing from the so called A check upwards, regularly carried out on aircraft at the airport by a maintenance firm approved in accordance with § 13 LuftGerPV.

1.3 Exceptions:

The restrictions above do not apply to;

- flights on missions of aid in cases of emergency and catastrophe
- flights which are absolutely necessary for medical supplies and to fulfill humanitarian assignments
- calibration flights by Deutschen Flugsicherung GmbH (DFS) or on their behalf
- flights due to police or military requirements to fulfill intrastate assignments or to fulfill obligations to the Alliance on the part of the Federal Republic of Germany
- flights due to military requirements to fulfill international obligations on the part of the Federal Republic of Germany or due to initiatives or mandates by the European Union, the United Nations or NATO.
- other flights due to military requirements for which permission to enter from the respective competent German authority can be presented.

- flights which the Aviation Supervision Office has permitted in justified individual cases because they are necessary to avoid considerable impairment to air traffic or for other reasons of special public interest. Applications shall be directed in writing (Fax) to:

Landesdirektion Dresden
Luftaufsichtsstelle Flughafen Leipzig/Halle
P.O. B. 1
04029 Leipzig
FAX +49 341 224 1174
Tel: +49 341 224 1457

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine test-runs require permission from the airport operator who will determine position, time and sequence of the engine test runs. Test runs with engines idle, as well as brief run-ups are exempt from this regulation. Consent to perform engine test runs does not include the necessary clearance to taxi.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

10/2011 AIP Germany

	A/C over 2 tonnes - MTOW International and Domestic
Turbo Jet Powered Aircraft: Chapter 3	
(on Bonus List*)	EUR 6.36 per tonne
(not on Bonus List)	EUR 7.96 per tonne
Chapter 2	
0500-2100 (0400-2100) local time	EUR 16.70 per tonne
2100-0500 (2000-0400) local time	EUR 30.59 per tonne
Other Power Unit	
Chapt. 3, 6(-8 dB(A)), 10(-3 to-8 dB(A))	EUR 6.34 per tonne
Chapt. 5, 6, 8, 10	EUR 7.96 per tonne
Not licensed in accordance with ICAO Annex 16	
0500-2100 (0400-2100) local time	EUR 33.70 per tonne
2100-0500 (2000-0400) local time	EUR 54.52 per tonne

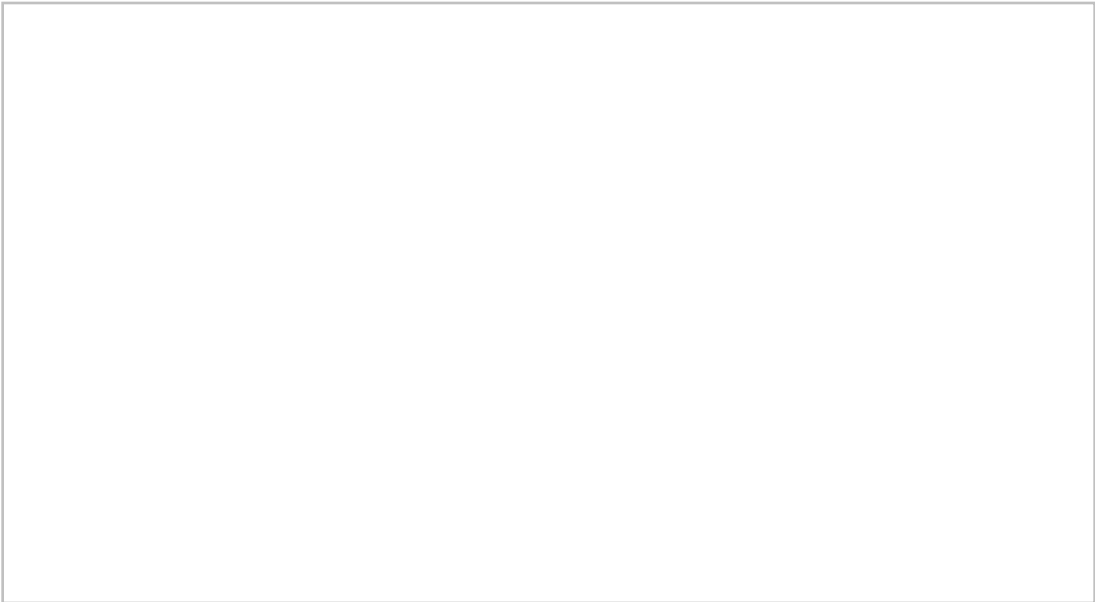
Bonus List
Departure
All types with MTOW below 25 tonnes, plus

A300 (All versions)	B717	DC8-70
A310 (All versions)	B727(3 Tay re-engined)	DC10 (All versions)
A319 (All versions)	B737-300 up to -800	MD11 (All versions)
A320 (All versions)	B747-400	MD-90 (All versions)
A321 (All versions)	B757 (All versions)	BAe 146/AVRO RJ series
A330 (All versions)	B767 (All versions)	Fokker 100/70
A340 (All versions)	B777 (All versions)	Canadair RJ series
L 1011 Tristar (All versions)	B717	Dash 8-400
AVRO RJ Series	Tupolev 204	Grumman Gulfstream IV

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	Noise Compatibility Program: Passive noise reduction measures in one defined noise protection zones - soundproof windows, etc.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM



<div>- System Topsonic</div> <div>- In operation since 2007</div> <div>- 10 fixed noise monitor stations plus 4 mobile noise monitoring station).</div>			
Monitor Location Information			
Monitor	Site		
1	Residential property	Am Markt	Kabelsketal / OT Großkugel
2	Residential property	Thomas-Müntzer-Straße	Schkopau / OT Raßnitz
3	Residential property	Schulstraße	Kabelsketal / OT Gröbers
4	Residential property	Thomas-Müntzer-Straße	Kabelsketal / OT Gottenz
5	School building	Friedensstraße	Schkopau / OT Döllnitz
6	Residential property	Milanstraße	Schkeuditz OT Radefeld
7	Residential property	Spielstraße	Schkeuditz / OT Wolteritz
8	Residential property	Schladitzer Straße	Rackwitz
9	Residential property	Am Anger	Leipzig / OT Hohenheida
10	Residential property	Eschenbreite	Schkeuditz / OT Modelwitz

FLIGHT TRACK MONITORING SYSTEM - [Yes](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS - [Yes](#)

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

Note: Since April 1, 2002 only flights permitted with exceptional permission of the competent authority.

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)